

EISENHOWER WEST SMALL AREA PLAN

Steering Committee

November 10th, 2014



Meeting Agenda

- Welcome and Meeting Goals
- West End Transitway Overview
- Transportation Study Update
- Synthesis of Community Meeting #3
- What's Next



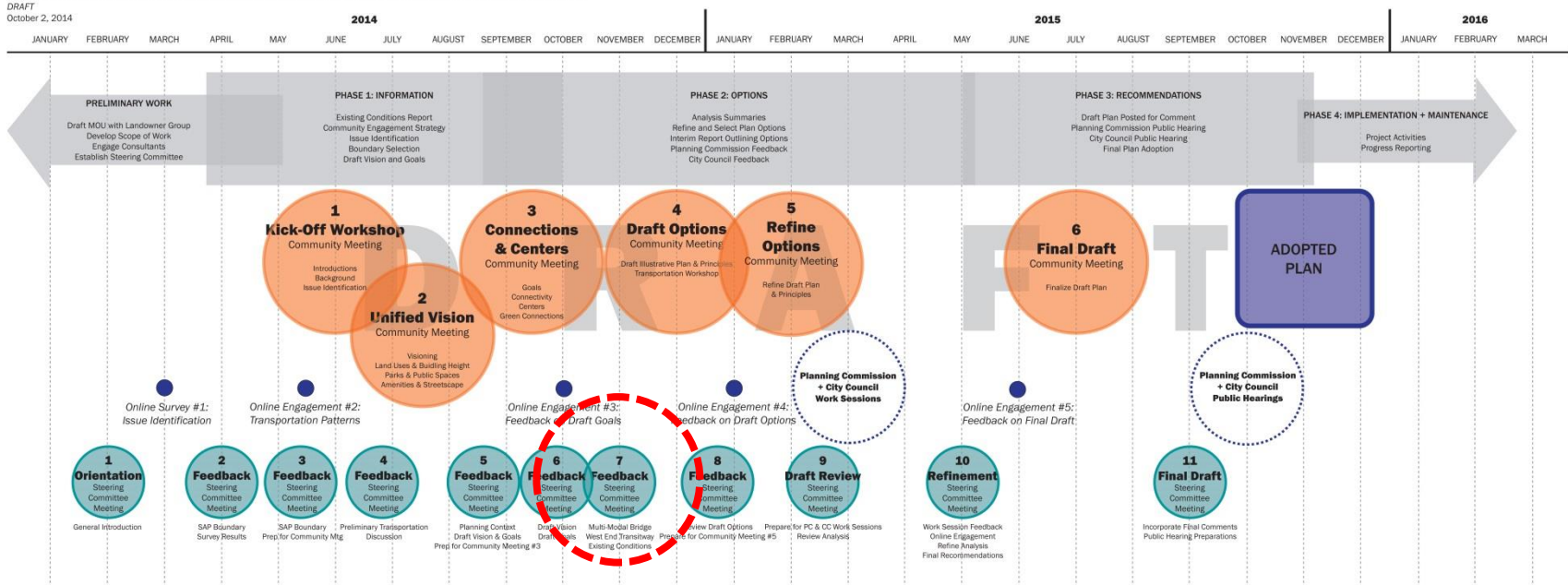
Meeting Goals

- Receive updates on related projects
- Provide feedback on multimodal bridge options
- Provide feedback on Community Meeting #3 framework



Work Program: Phasing, Key Meetings, & Online Engagement

DRAFT EISENHOWER WEST SMALL AREA PLAN AND TRANSPORTATION STUDY WORK PROGRAM DIAGRAM



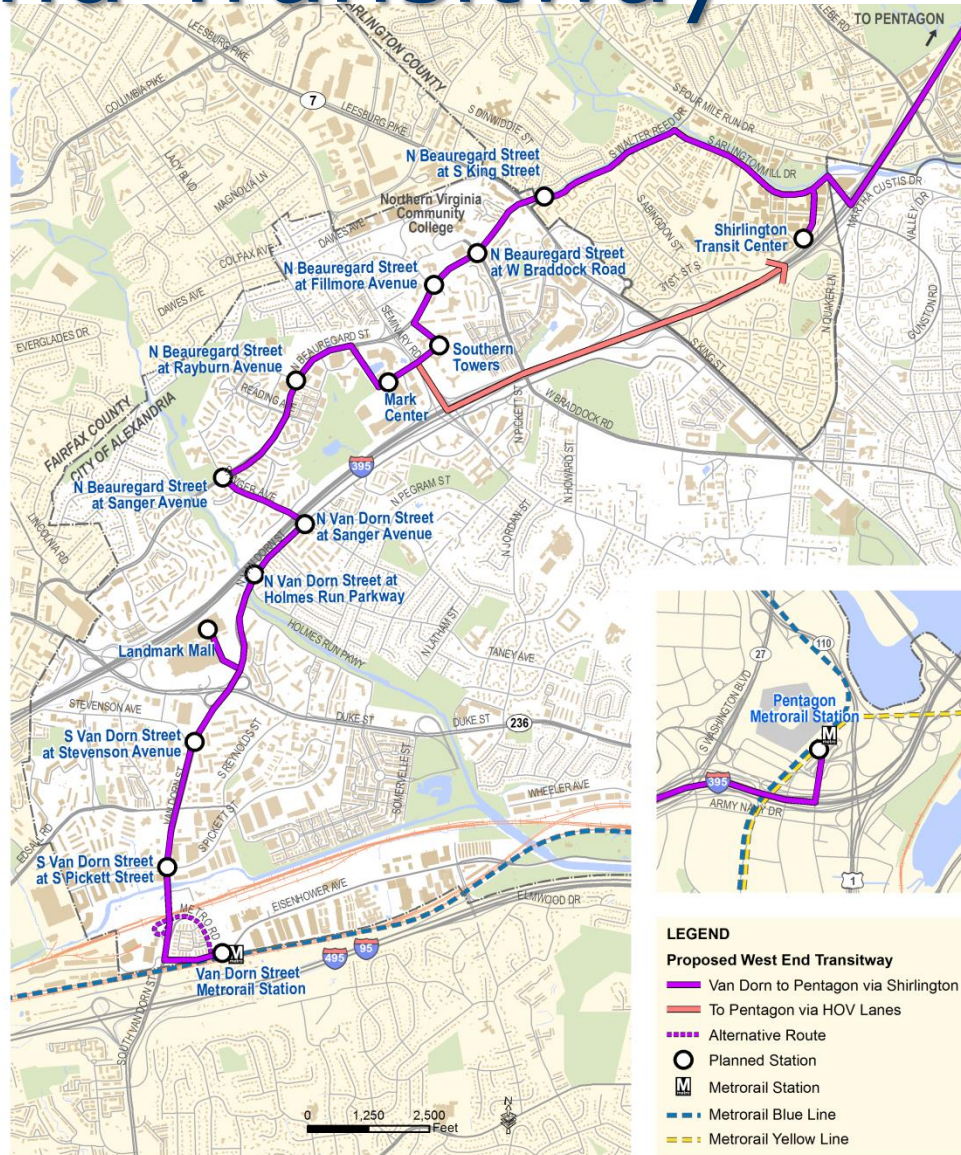
Schedule

- **Today:** Steering Committee Meeting #7: Transportation
- **December 8th:** Community Meeting #4: Conceptual Land Use Options
- **December 2014 - February 2015:** Refine Options
- **March 2015:** Planning Commission and City Council Work Sessions
- **Summer 2015:** Final Draft Plan
- **Fall 2015:** Plan Adopted by City Council

Coordinated Park & Open Space Plan



West End Transitway



Project Description

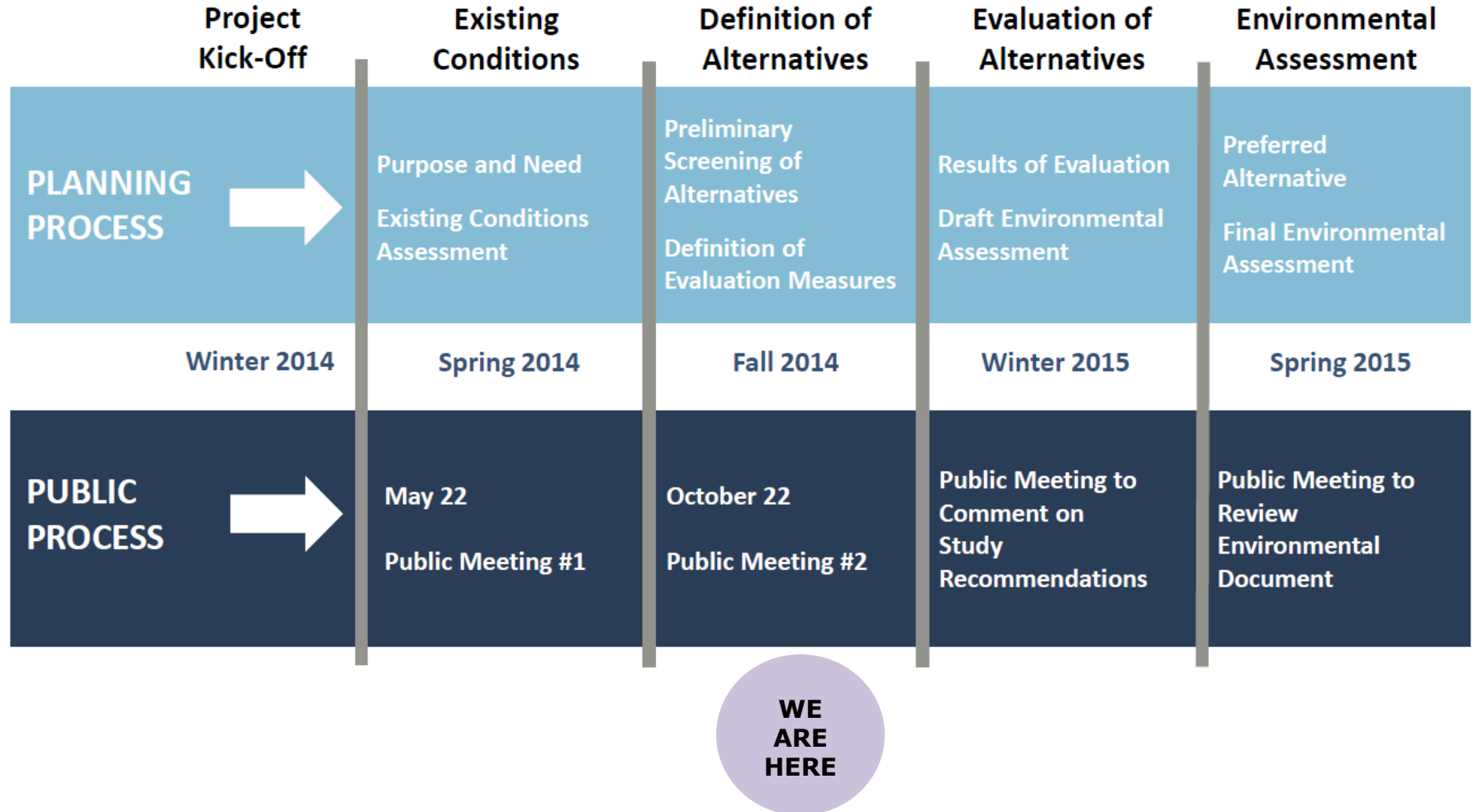
- Evaluating Three Alternatives
 - No Build
 - TSM (Transportation Systems Management)
 - Build – BRT
- Evaluation Measures applied to each alternative define the benefits and impacts of each alternative

Project Outcomes

- LPA – Locally Preferred Alternative
 - Decision by City Council:
 - Transit Technology, Alignment, Configuration
 - Includes updated Capital and Operating Costs
- Project Finance Strategy
- Approved Environmental Document



AA and EA Timeline



Overlap with Eisenhower West SAP

- Two Transitway stations in the SAP study area:
 - Van Dorn Metro Station
 - S Van Dorn @ Pickett Street
- Coordination with Other Studies:
 - WMATA Bike/Ped Access to Van Dorn
 - Eisenhower West Transportation Study



Next Steps

- Winter 2014/2015
 - Alternatives Analysis Report
 - Request to Enter FTA Project Development
- Spring 2015
 - Environmental Assessment
 - Conceptual Engineering
 - Refined Cost Estimation (Capital and Operating)
 - Selection of LPA by City Council



Proposed Construction and Operation

- Proposed Construction: 2017 to 2019
- Proposed Start of Operations: 2019 to 2020
- Dependent on:
 - Funding
 - Design and Engineering
 - ROW Acquisition



Next Meeting

- 4th Policy Advisory Group (PAG) Meeting
 - Thursday, December 18, 2014
 - Time: 6:30PM to 8:30PM
 - Location: TBD
- Visit project website for updates:

<http://alexandriava.gov/WestEndTransitway>



Questions



Transportation Study Update

- Overview of transportation study scope
- Outline of where we are in the study
- Existing Conditions- key findings
- WMATA Bike/Ped Access Study & Van Dorn Metro Accessibility Study
- Multimodal bridge options
- Next Steps



What is a Transportation Study?

Describe Existing Conditions
(traffic, transit, bicycle, pedestrian)

Define Future
Background Conditions

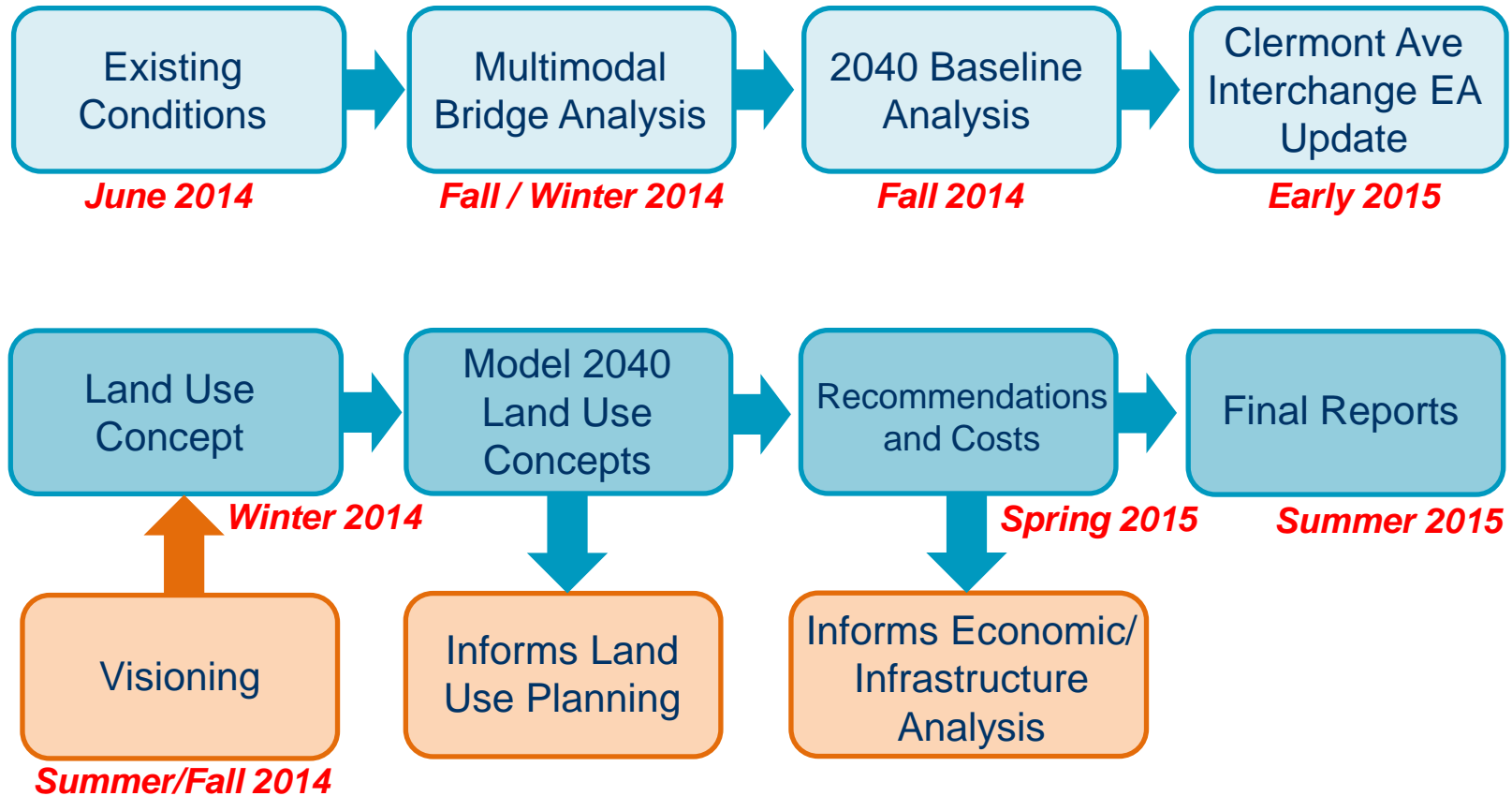
Define Development Assumptions

Assign Traffic

Analyze Traffic Conditions

Identify Mitigation

Transportation Study Components



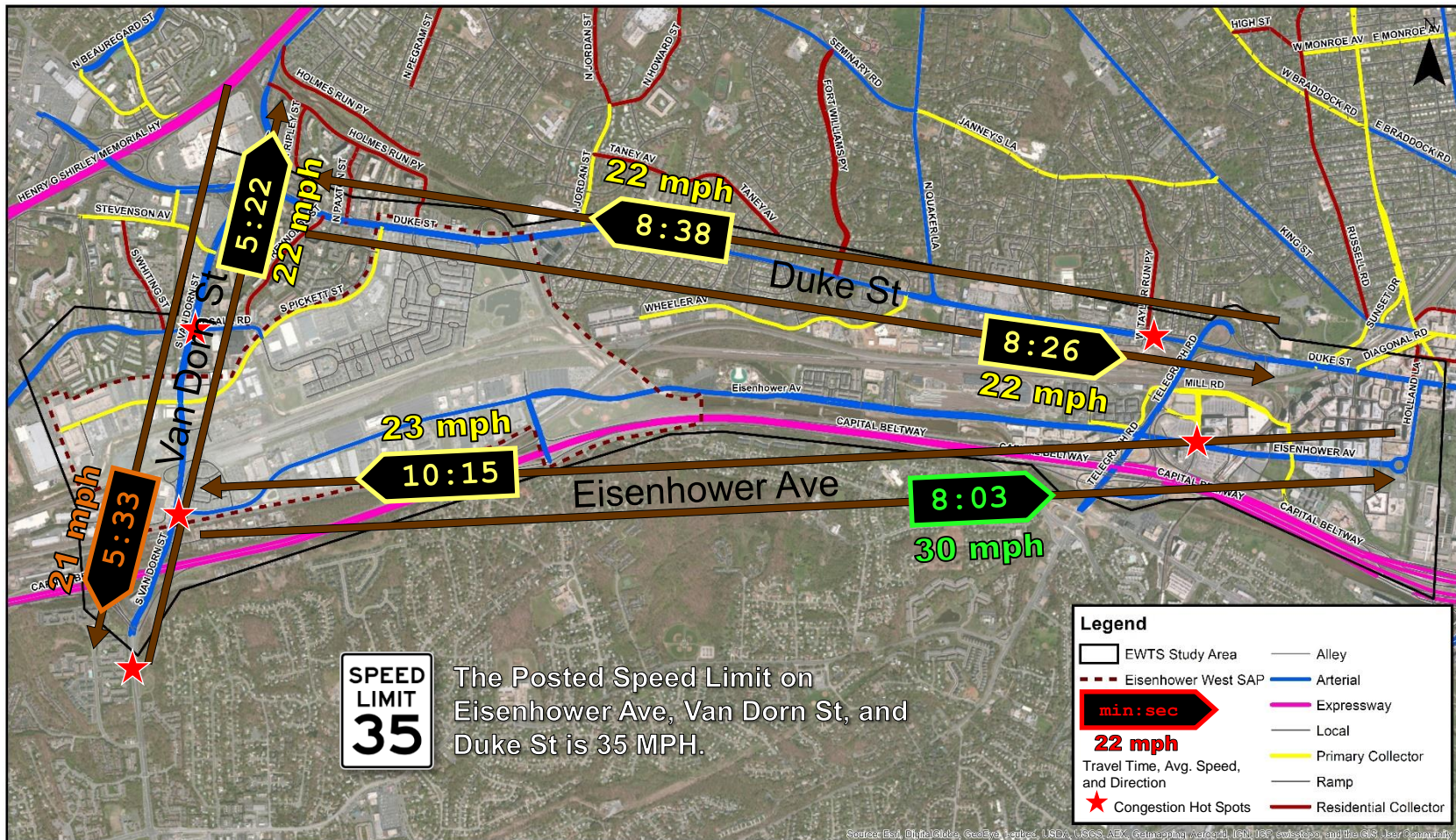
What we've heard so far

- Circulation and Connectivity Goal – Eisenhower West will have safe, efficient and linked pedestrian, bicycle, transit and vehicular connectivity
- Improve connectivity
 - To Van Dorn Metrorail Station
 - Improved grid (Medium scaled grid)
 - Multimodal Bridge
 - Edsall Road connection
 - Pedestrian and bicycle connectivity
- Multimodal bridge is important – highest priority is pedestrians
- Improve bicycle facilities/connections to Van Dorn Metro and on Duke Street
- Improve transit options; Connect to regional transit
- Transit circulators / Use of Shuttles
- Make Van Dorn Metro station a hub for modes; improve circulation and parking
- Improve traffic flow on Van Dorn Street and Duke Street
- No cut through traffic in Seminary Hill / Quaker Hill

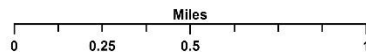


Existing Traffic Operations

- Morning Peak Hour Travel Times and Speeds



City of Alexandria
Transportation and Environmental Services



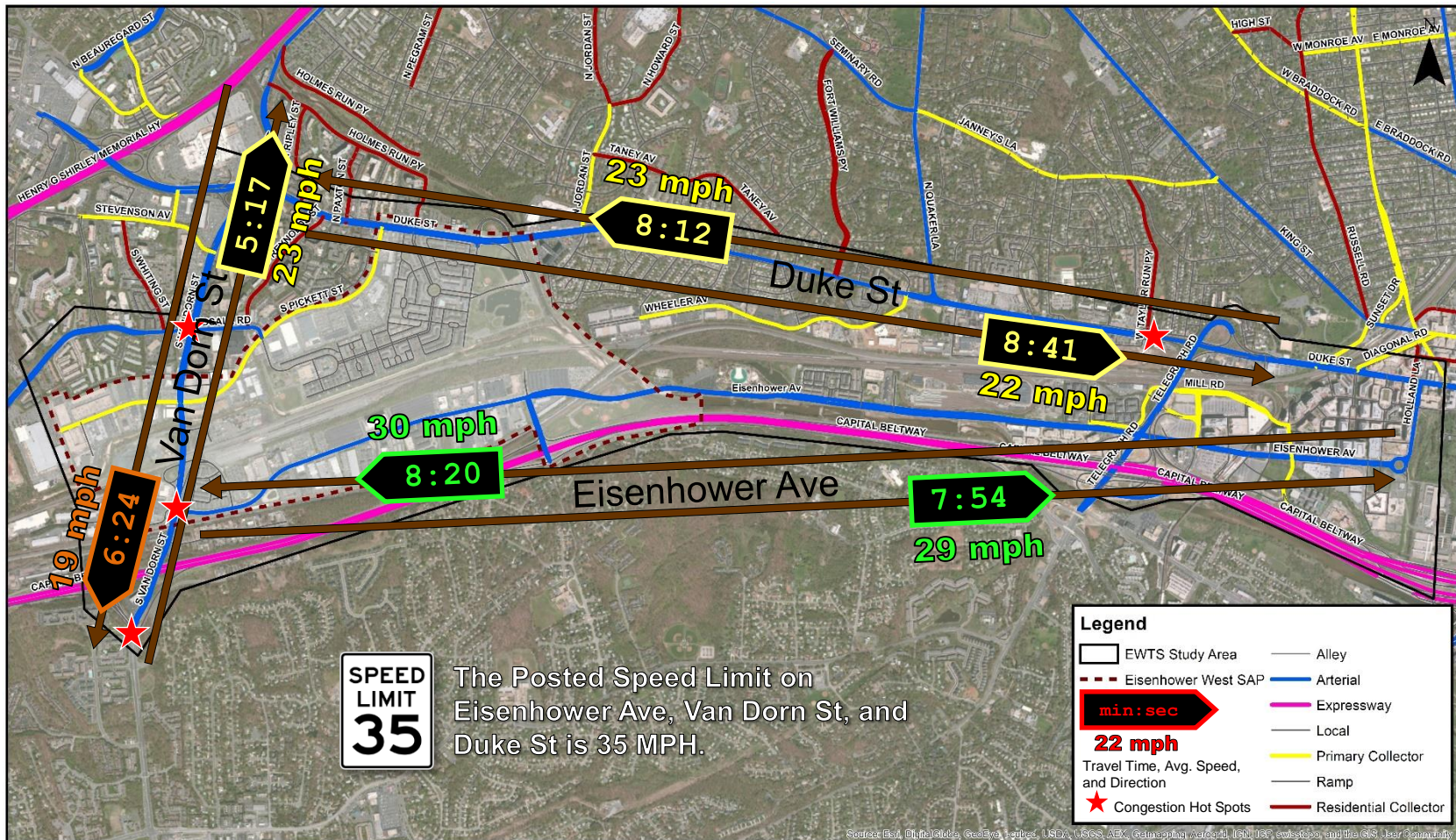
Eisenhower West Transportation Study
Overview Map of Study Area:
Existing Roadways



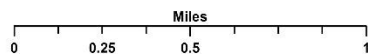
Rummel, Klepper, and Kahl, LLP
10306 Eaton Place, Suite 240
Fairfax, VA 22031

Existing Traffic Operations

- Evening Peak Hour Travel Times and Speeds



City of Alexandria
Transportation and Environmental Services



Eisenhower West Transportation Study
Overview Map of Study Area:
Existing Roadways



Rummel, Klepper, and Kahl, LLP
10306 Eaton Place, Suite 240
Fairfax, VA 22031

Van Dorn Metro Bike and Pedestrian Access Improvements Study

- Led by WMATA, Requested by Fairfax County
- Coordination with Fairfax Co. and Alexandria
- Goal is to provide safe, convenient and functional connections between Metro Station and areas across I-495 to the south and southwest
- Develop alternatives for short and long term alternatives
- Evaluate alternatives
- Develop Implementation Plan
- Coordinate with Eisenhower West SAP
- Currently evaluating existing conditions



Van Dorn Metro Station Kiss & Ride Shuttle Bus Access Improvement Study

- Led by WMATA, Completed April 2014
- Coordination with Fairfax Co. and Alexandria
- Goal is to develop design improvements to accommodate current/future shuttle demand and buses
- Daily station boardings (3,590 avg. 2012 weekday)
- 12 bus routes use bus bay area
- 41 shuttles per AM peak hour (Avg) / 59 by 2030 (+63%)
- 46% access station by bus or shuttle / 18% kiss & ride
- Need more room for taxi waiting and shuttles
- Conflicts between pedestrians, shuttles and taxis
- Developed alternatives / Next step is alternative selection and design
- City to fund improvements (\$1.8m in CIP – 2017/18)



Van Dorn Metro Station Kiss & Ride Shuttle Bus Access Improvement Study

Figure 4-2 Kiss & Ride Lot Option 2

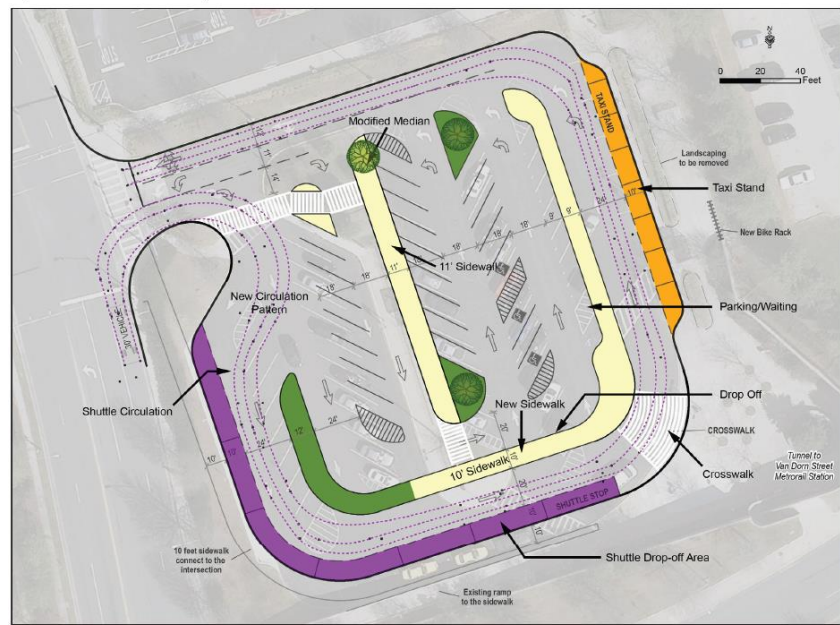
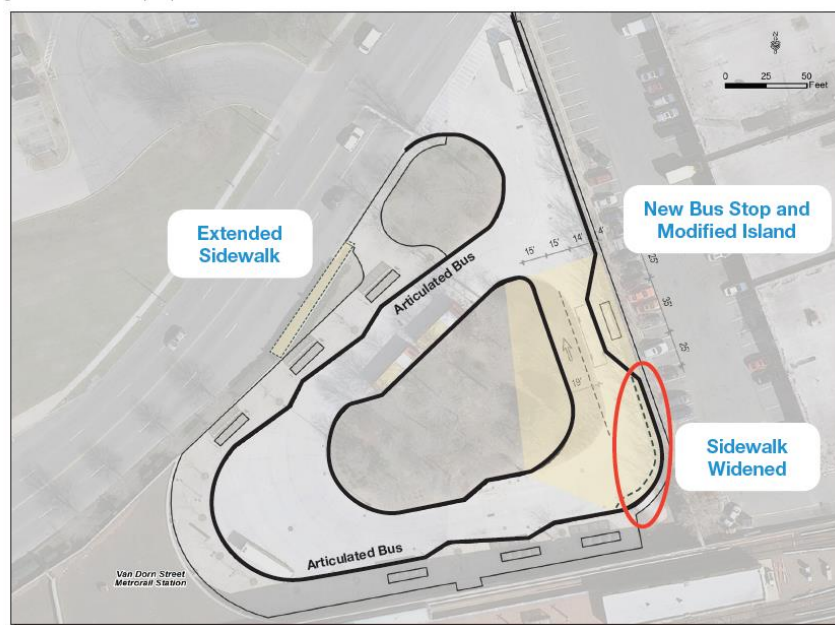
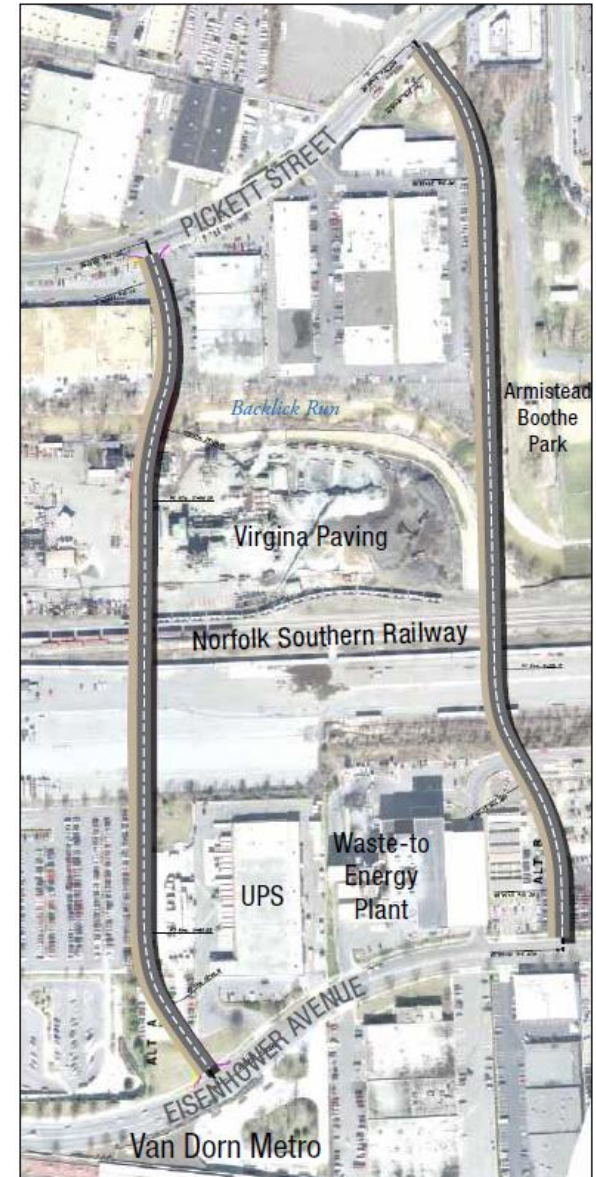


Figure 5-1 Bus Loop Option



Multimodal Bridge

- Landmark/Van Dorn Corridor Plan 2009
- Create a connected grid system
- Safe, convenient pedestrian & bike access to Metro station
- Improve transit ridership
- Improved access to Cameron Station
- Buses avoid Van Dorn St
- Alignment and cross-section not determined – Recommended feasibility analysis
- Development pressures require that alignment and cross-section be determined

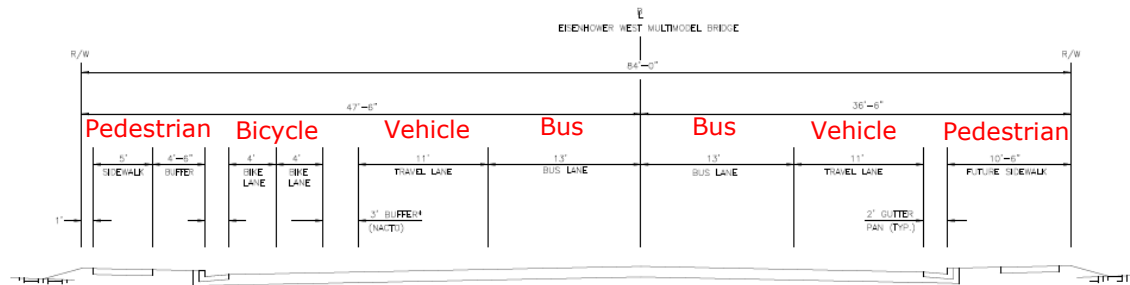


Bridge Analysis - General Purpose Traffic (2040)

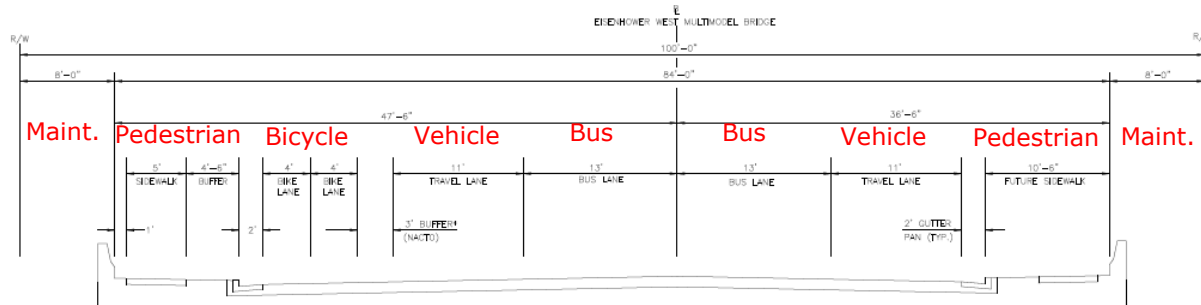
- Initial results show bridge would likely carry 500-600 general purpose vehicles in each direction during AM/PM peak hours
- Peak hour direction is NB in the AM and SB during the PM, but no significant differences in volume
- In 2040 bridge is likely to carry approx. 11,000 general purpose vehicles per day
- Largest vehicle increase percentages seen on Edsall between Van Dorn and Pickett
- Increase in volume on Eisenhower between Clermont and bridge



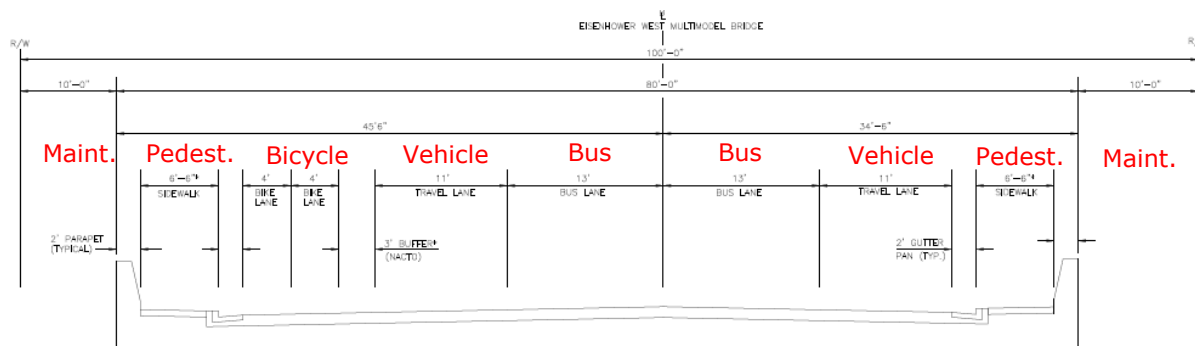
Cross – Section (Maximum)



Typical ROW Width at grade – 84'





Typical ROW Width on fill – 100'



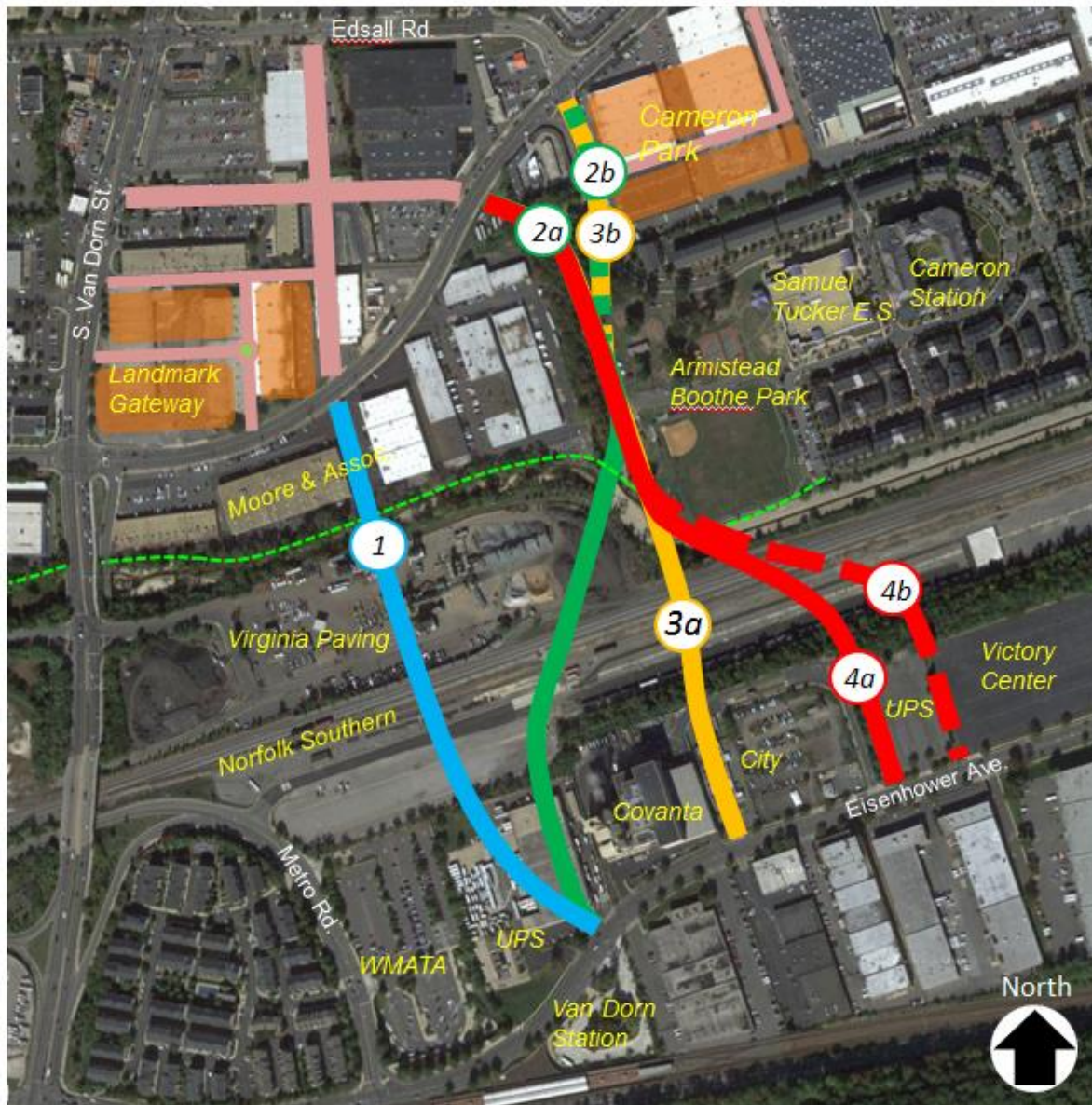
Typical ROW Width on bridge – 100'

Existing Walkability



-  Within $\frac{1}{2}$ mile walkability to Van Dorn Station
-  Within $\frac{3}{4}$ mile walkability to Van Dorn Station

Multimodal Bridge Options

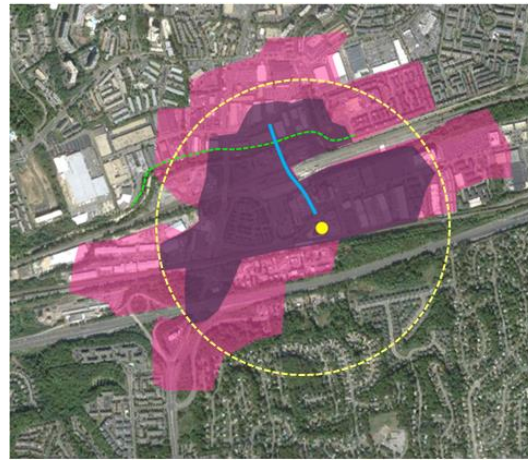


- Future Planned Road
- Current Development
- Future Trail

Walkability



Existing



Option 1



Option 2A



Option 2B



Option 3A



Option 3B



Within 1/2 mile
walkability to Van
Dorn Station



Within 1/4 mile
walkability to Van
Dorn Station

Walkability



Existing



Option 4A



Option 4B

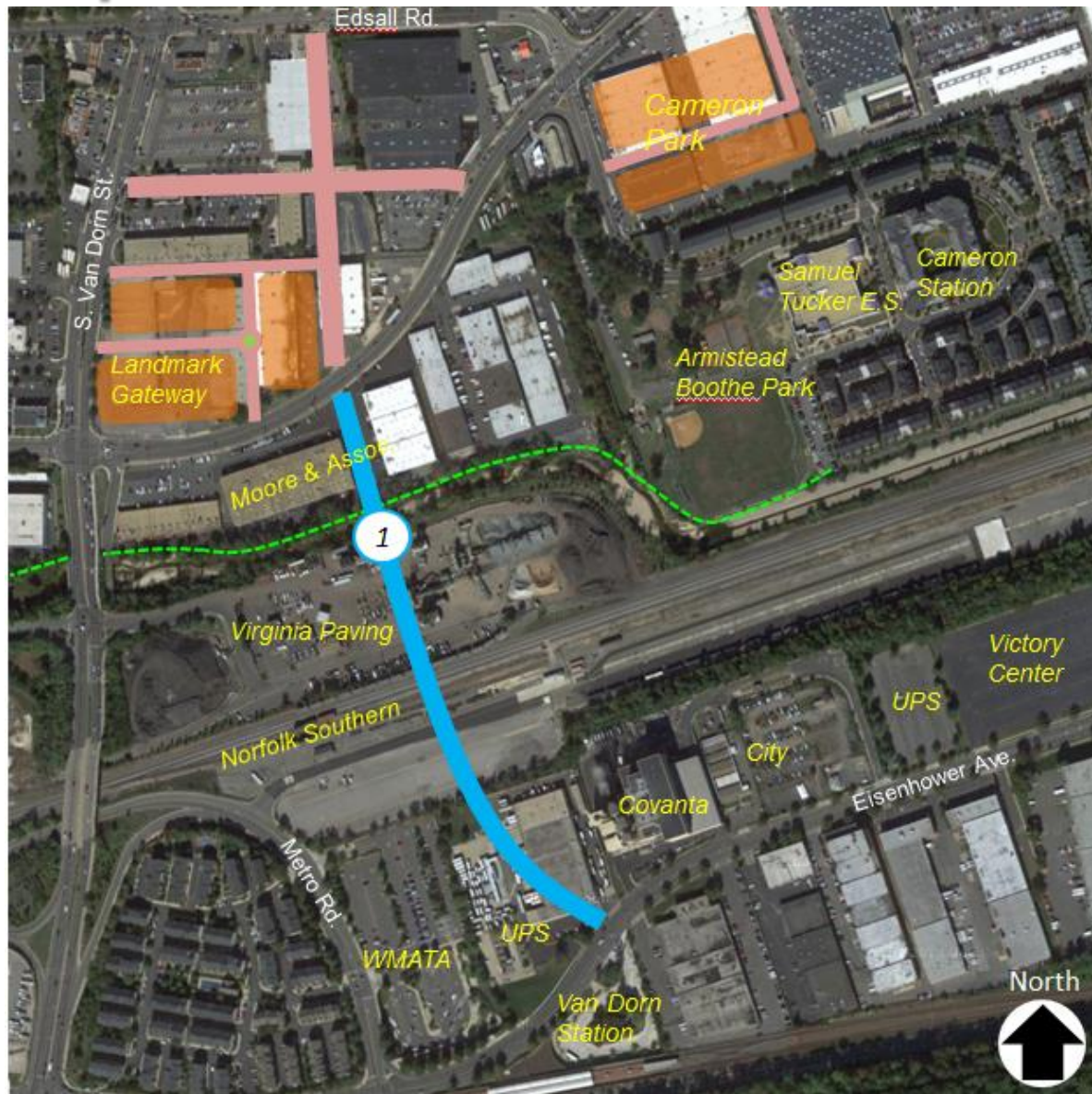


Within 1/2 mile
walkability to Van
Dorn Station



Within 1/4 mile
walkability to Van
Dorn Station

Option 1



Strengths

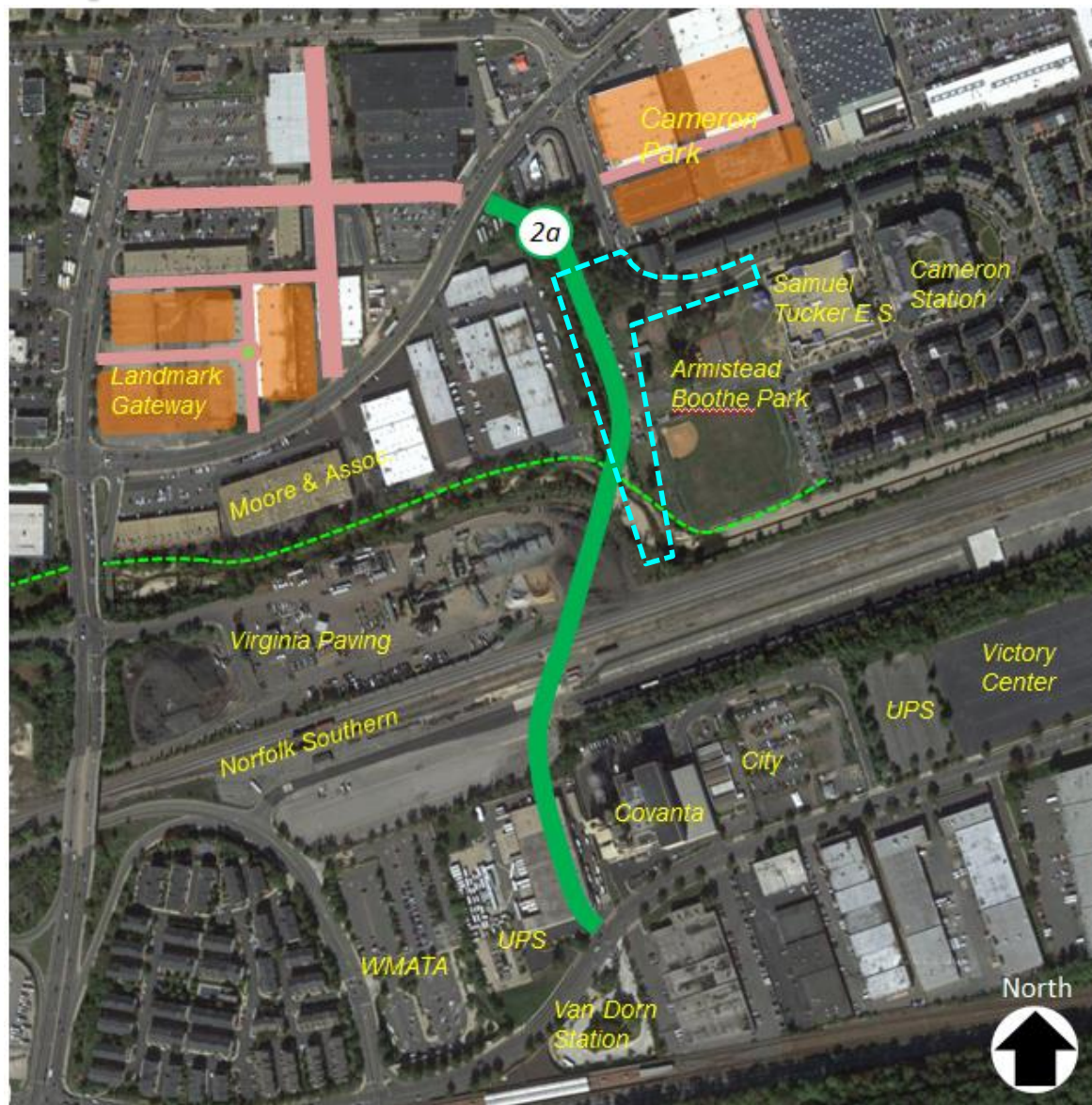
- Connects to existing planned road
- Good connectivity to the north / development
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Short / direct alignment
- Crosses Norfolk Southern at right angle
- Potential connection to future trail

Weaknesses

- Impacts to Moore and UPS properties
- Impact to Virginia Paving operations
- Potential impact to Ethanol Transloading
- Less direct connectivity to Cameron Station

-  Future Planned Road
-  Current Development
-  Future Trail

Option 2a



Strengths

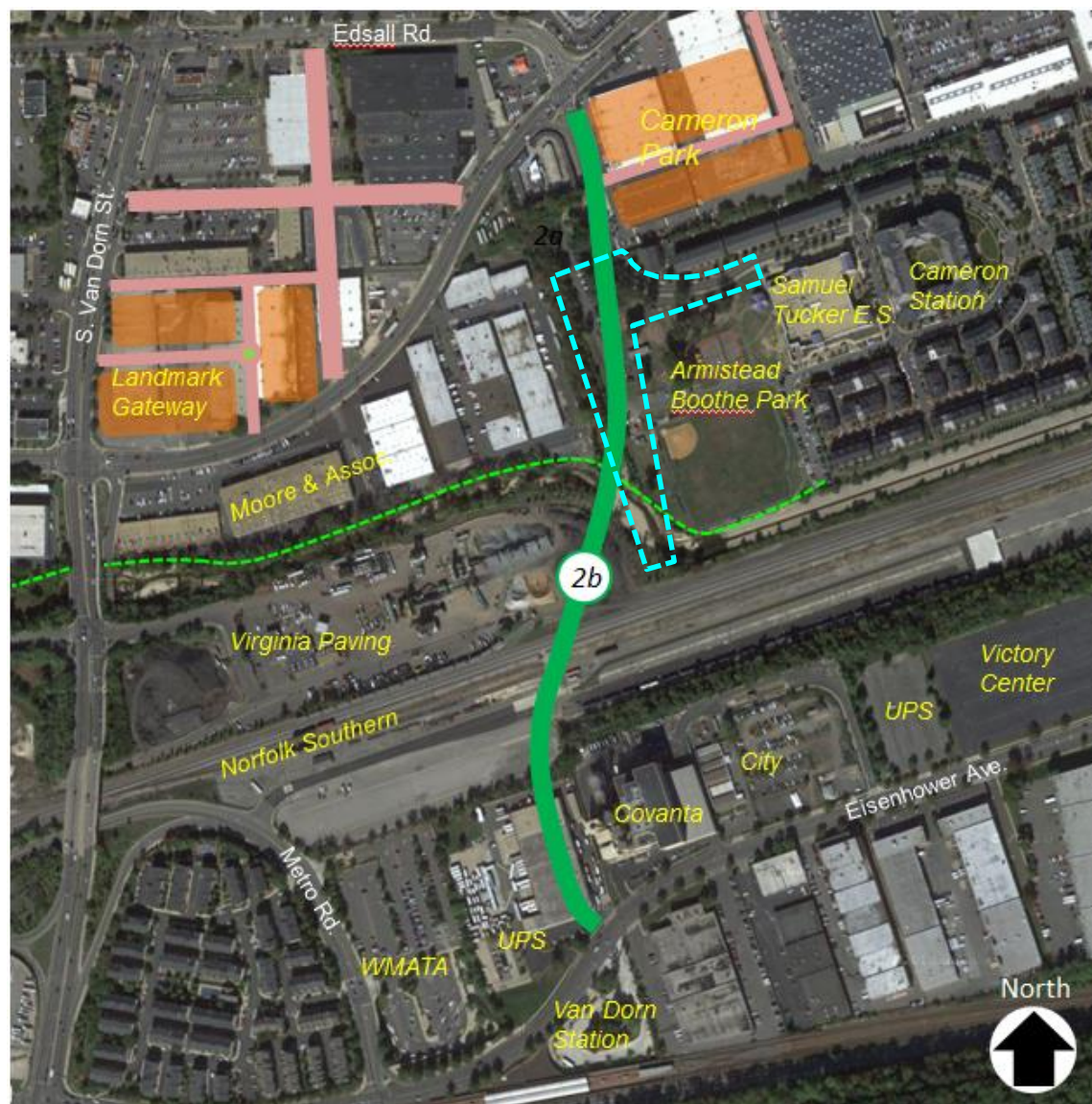
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Potential connection to future trail
- Uses edge of Armistead Boothe Park (Stays within Set aside)
- Less impact to Virginia Paving operations

Weaknesses

- More circuitous route
- Crosses Norfolk Southern at angle
- Impacts to UPS property
- Potential impact to Ethanol Transloading

- Future Planned Road
- Current Development
- ■ ■ ■ ■ Future Trail

Option 2b



Strengths

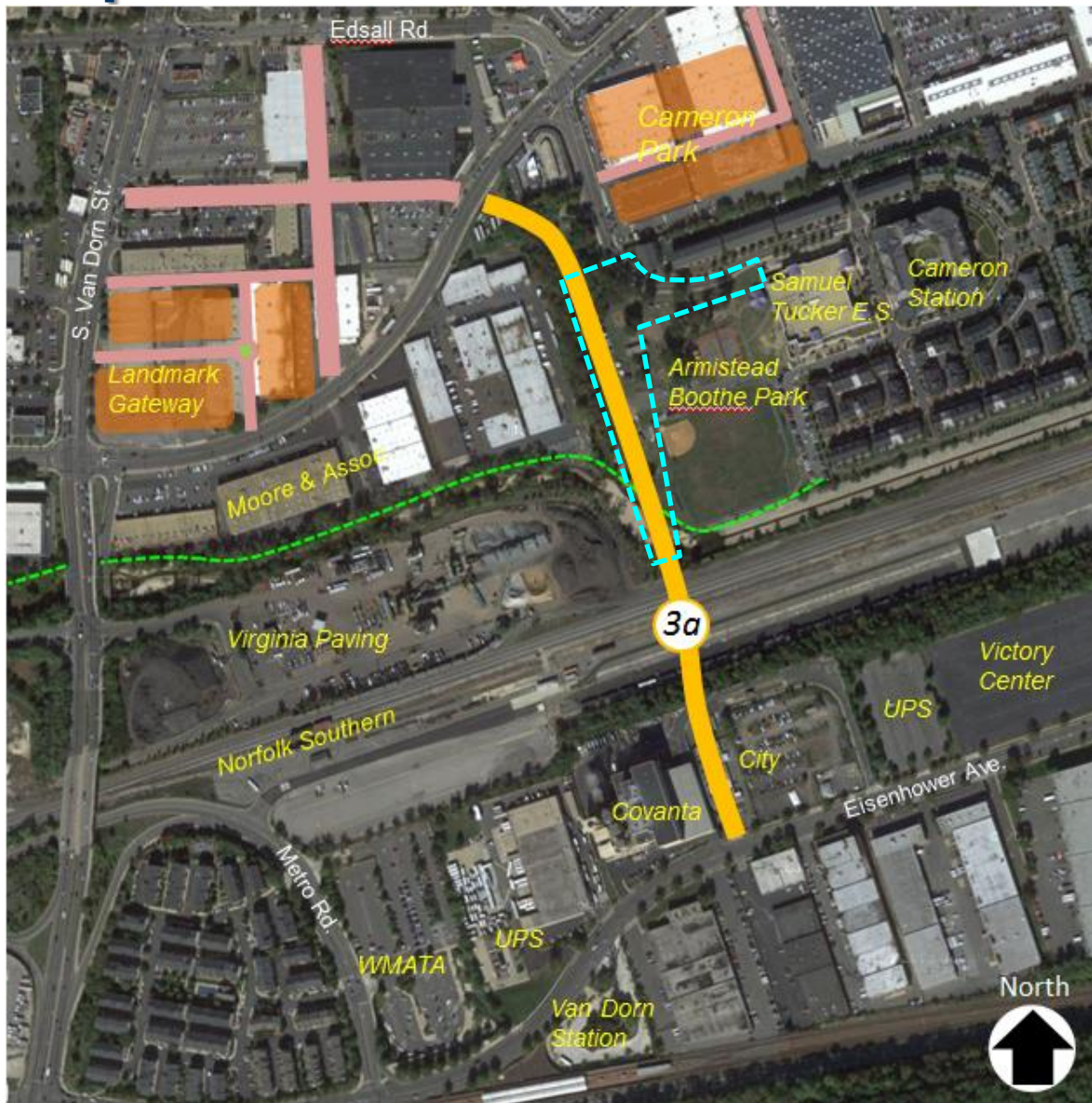
- Connects to Edsall Road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Potential connection to future trail
- Less impact to Virginia Paving operations

Weaknesses

- More circuitous route
- Crosses Norfolk Southern at angle
- Impacts to UPS property
- Impact to Armistead Boothe Park/playground
- Potential impact to Ethanol Transloading
- Impact to properties at Edsall
- Encourages vehicles from Cameron Station

- Future Planned Road
- Current Development
- ■ ■ ■ ■ Future Trail

Option 3a



Strengths

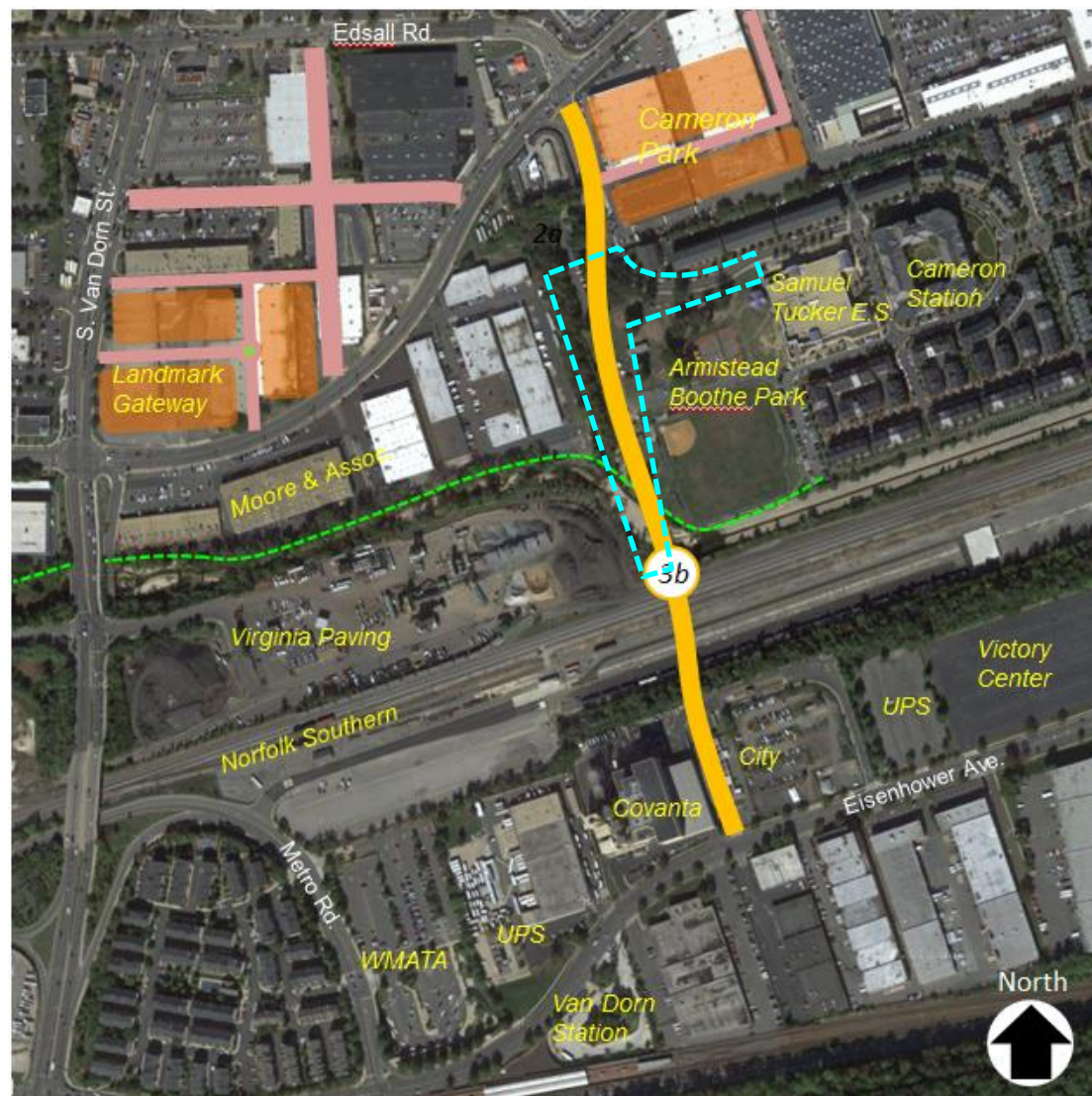
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Crosses Norfolk Southern at right angle
- Potential connection to future trail
- Uses edge of Armistead Boothe Park (Stays within ROW Set Aside)
- No impact to Virginia Paving operations

Weaknesses

- Does not tie directly to Metro Station
- Requires relocation of Pistol Range
- Close proximity to Covanta and fire station driveways
- Impact to Covanta power station

- Future Planned Road
- Current Development
- ■ ■ ■ ■ Future Trail

Option 3b



Strengths

- Connects to Edsall Road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Crosses Norfolk Southern at right angle
- Uses edge of Armistead Boothe Park (Stays within ROW Set Aside)
- Potential connection to future trail
- No impact to Virginia Paving operations

Weaknesses

- Does not tie directly to Metro station
- Requires relocation of pistol range
- Impact to properties at Edsall
- Encourages vehicles from Cameron Station
- Close proximity to Covanta and fire station driveways

- Future Planned Road
- Current Development
- ■ ■ ■ ■ Future Trail

Option 4a



Strengths

- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Potential connection to future trail
- No impact to Virginia Paving operations

Weaknesses

- Does not tie directly to Metro station
- More circuitous route
- Minimal improvement to walkability to Metro station
- Could impact Covanta operations (Driveway)
- Crosses Norfolk Southern at angle
- Impacts to UPS parking area
- Impact to Armistead Boothe Park including ball field

- Future Planned Road
- Current Development
- ■ ■ ■ ■ Future Trail

Option 4b



Strengths

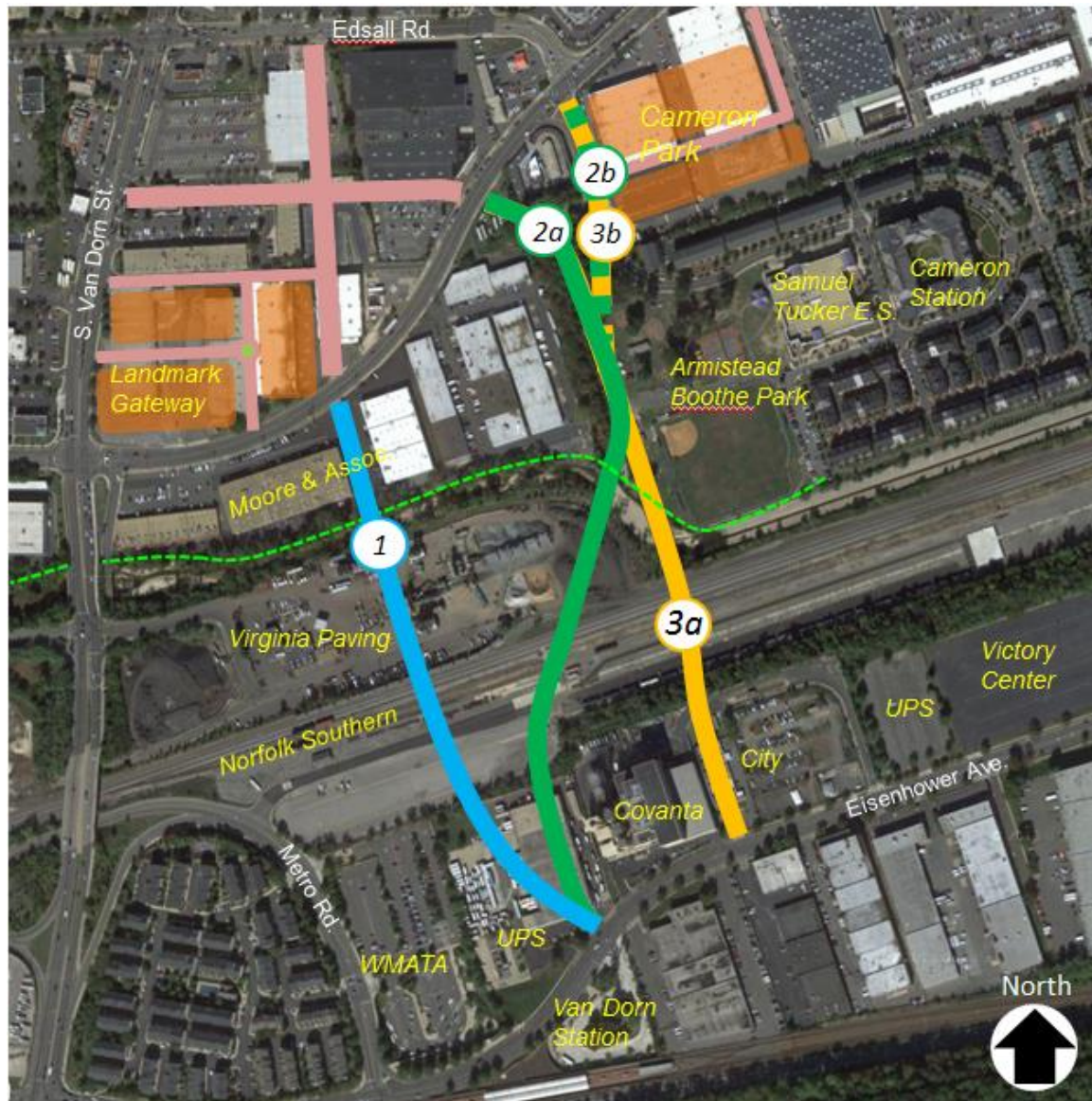
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Potential connection to future trail
- No impact to Virginia Paving operations
- Uses Victory Center lot

Weaknesses

- Does not tie directly to Metro station
- More circuitous route
- Minimal improvement to walkability to Metro station
- Crosses Norfolk Southern at angle
- Impact to Armistead Boothe Park including ball field

- Future Planned Road
- Current Development
- - - Future Trail

Options for Further Analysis



- Future Planned Road
- Current Development
- Future Trail

Evaluation Criteria

- Walkability and Bikeability
 - Length, travel time, grade, Walk shed
- Traffic / Transportation
 - Transit travel time, traffic operations, emergency access
- Constructability
 - Railroad impacts, Utilities
- Environmental
 - Parkland, floodplain, noise, visual, Utility impacts
- Cost (Order of Magnitude)
- Property Impacts
 - Partial or total takes, Use of reserved ROW



Next Steps

- Begin 2040 Baseline Alternative analysis
- Continue analysis of Multimodal Bridge
- Continue Clermont Ave Interchange with I-95 EA Update
- Develop Land Use Scenarios



Questions & Feedback



Synthesis of Community Meeting #3



Common Themes

- *Centers/Nodes:* Most groups thought a few nodes/centers were appropriate, with the largest node at Van Dorn Metro station and two smaller nodes at Victory Center and along Pickett Street
- *Connections:* Most groups thought the appropriate grid of connections for the plan area was a medium-scaled grid, which would allow for a few new streets throughout the plan area and the potential for a finer grain of blocks on in some key areas; Many groups suggested more bike and pedestrian connections over the train tracks
- *Green Connections:* Most groups agreed that connecting the existing parks through new trails was important and creating a greenway along the south side of Backlick Run would provide further recreation opportunities and connectivity



Synthesis of Community Meeting #3



Synthesis of Community Meeting #3



Synthesis of Community Meeting #3



Draft Framework Plan

- Are we headed in the right direction?
- Are we missing anything?
- What do you like about it?



What's Next

Community Meeting #4: Conceptual Land Use Options

- Monday, December 8th, 2014, 7:00-8:30 pm
- Location: Beatley Central Library

